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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

CD NO.

25X1A

COUNTRY USSR (Estonian SSR)

DATE DISTR.

8 May 1950

Parnu Airfield SUBJECT

25X1A

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PLACE ACQUIRED DATE OF

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SUPPLEMENT TO

REPORT NO.

- 1. The airfield was north of a small railroad station which was about 1 km northwest of the town border of Parnu (24029'E/ (see Annex). 58023 N)
- 2. The field was divided into a large west section and a small east section by a single-track reilroad line leading from Parnu to Lavassaare (240201E/58046'N). The surrounding terrain was level. An alley ran along the western edge of the field and a marshy terrain where peat was being cut bordered the north. A macademized road led from town to the airfield.
- 3. The landing field, about 2 x 3 km, was being drained by PWs; a runway, about 2 km long, was under construction; a 50-cm excavation was given a layer of rubble, a second layer of broken stones and gravel, and a top asphalt layer of unknown thickness.
- There were no hangars but 12 tents for 2 aircraft each were on the western edgs of the field. West of the railroad line, on the southern edge of the field there were 8 to 10 field bunkers, including the so-called headquarters bunker and the switchboard bunker. The remaining bunkers were billets for soldiers. Twenty villa-like buildings, occupied by air force officers, were along the alley on the western edge. A workshop tent was at the northwest corner of the The aircraft were refueled from an underground fuel dump in the western section and from drums.
- 5. Bombers of German make were parked along the railroad line on the northern edge of the field.
- 6. There were four mobile radio stations and a mobile DF station.
- 7. Eight heavy AA guns were emplaced northeast of the railroad station, four searchlights on the western edge and one searchlight on the southeastern edge of the field. The searchlights were in operation for night flying.

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- 8. The field was occupied by:
 - a. About 25 biplanes
 - b. About 10 single-engine fighters
 - c. Four to five Ju-52s of German make.

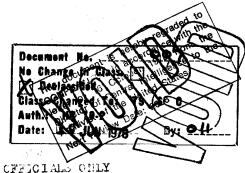
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Commont:

- a. The information on the location and stage of construction of the sirfield agrees with previous reports.
- b. The occupation reported for early 1947 is considered credible, in view of the still incomplete enlargement of the field. According to previous observations, the occupation was relieved by a bomber and a fighter unit in the summer of 1947.
- c. It is assumed that the airfield, after being expanded and provided with a long runway, was serviceable as a training field and home base for novel aircraft types.
- 1 Annex: Airfield of Parnu.

This document is hereby regraded to CONFIDENCIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

Next Review Date: 2008



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